

Bay Area Express Lanes Application to the CTC

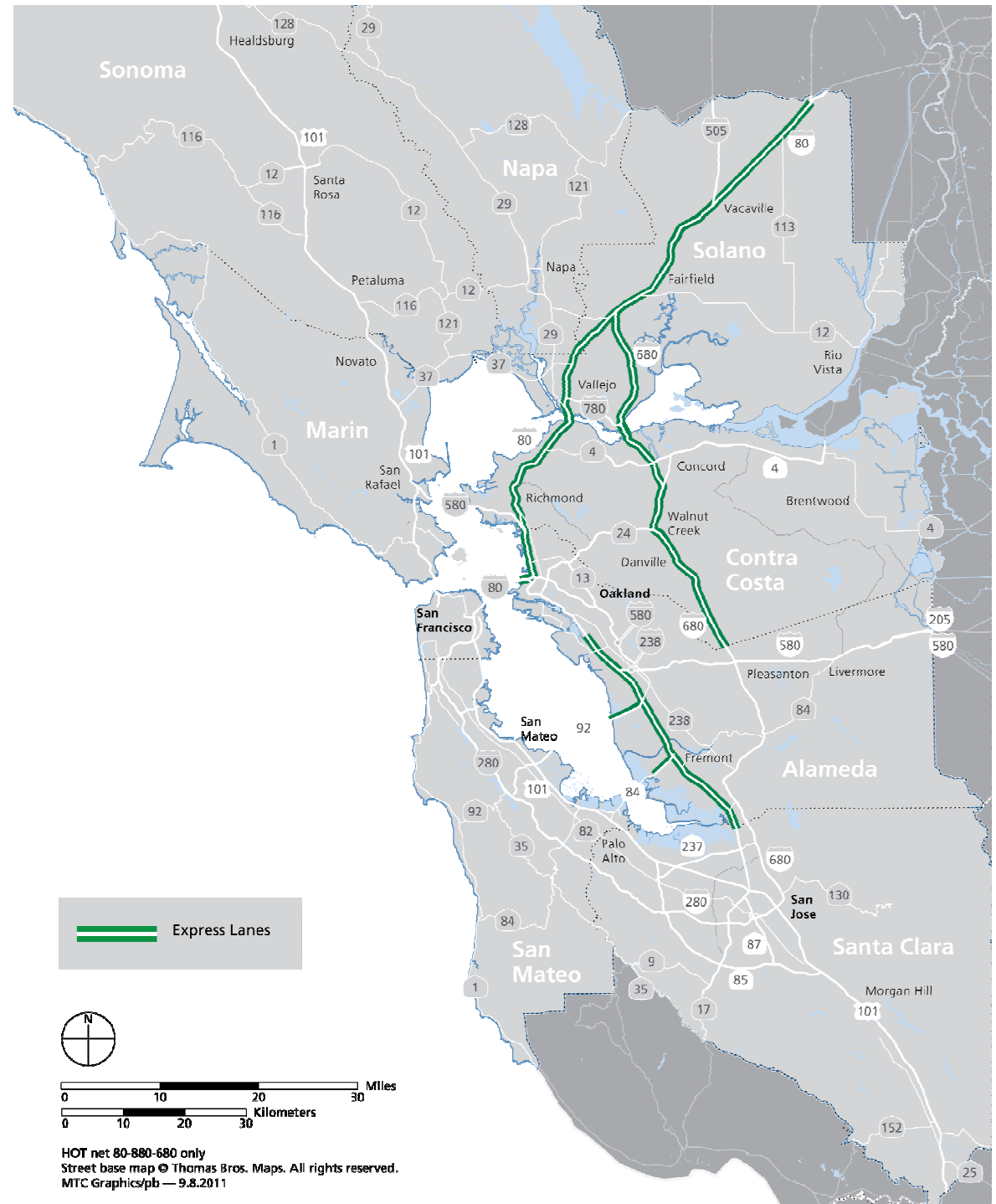
Commission Briefing
September 15, 2011

Why Bay Area Express Lanes?

- Improve mobility for carpoolers, express bus riders and motorists willing to pay
- Build on solid foundation of 420 miles of existing HOV lanes
- Generate new source of toll revenue at time of constrained federal and state budgets

CTC Application

The “Wishbone”

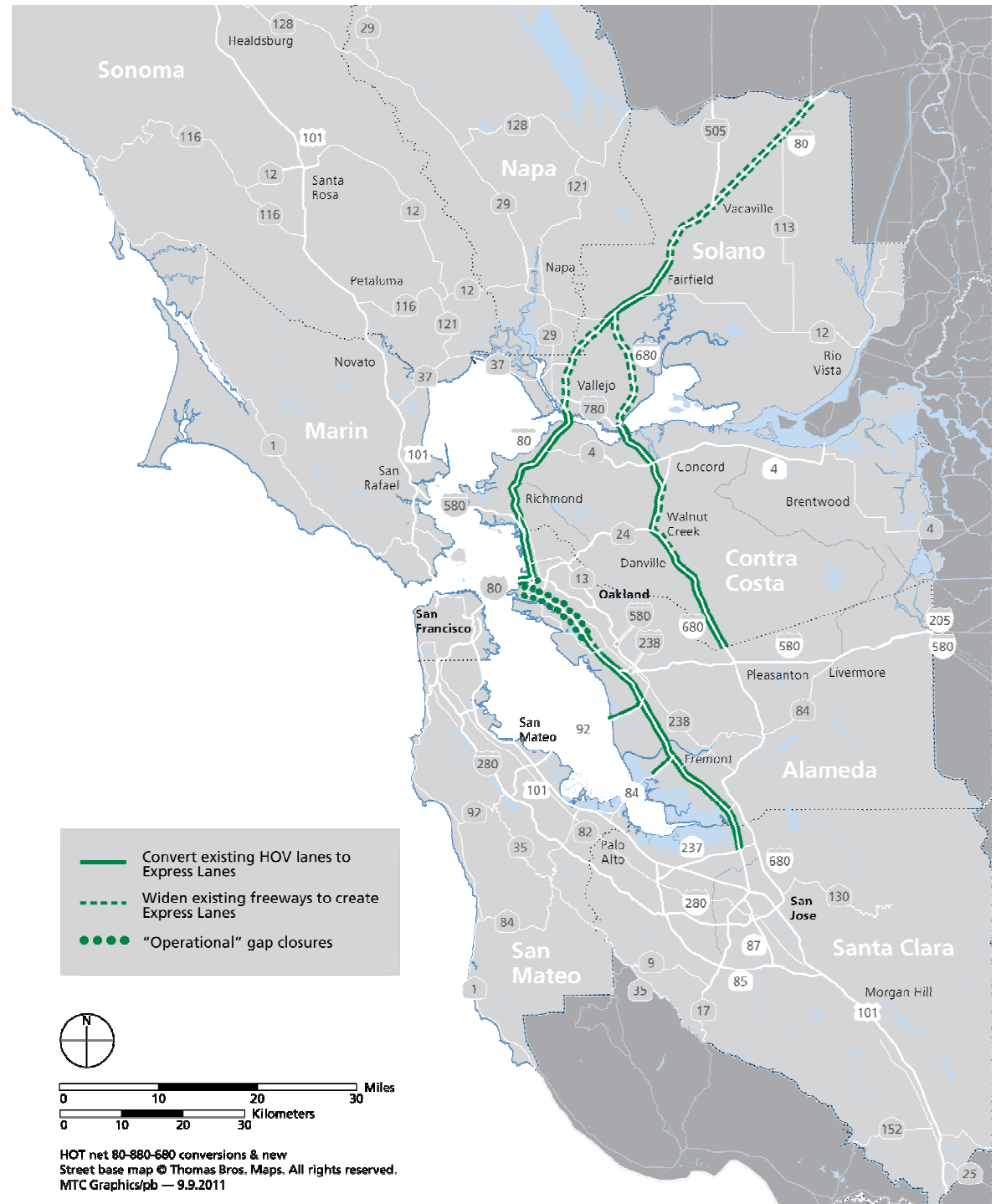


CTC Application

Component Parts

290 miles

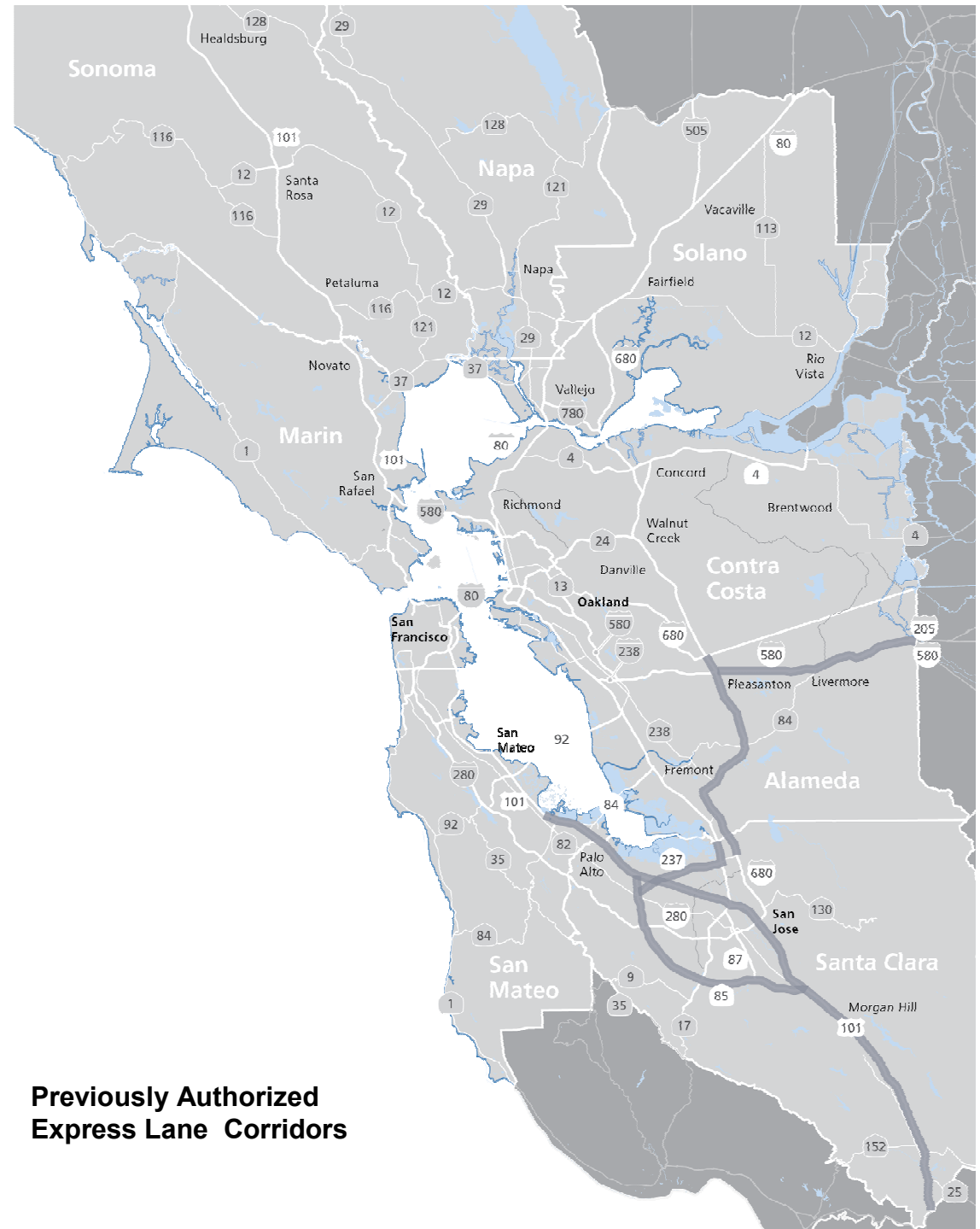
- ✓ Conversions: 150 miles
- ✓ New lanes: 120 miles
- ✓ Operational gap closure: 20 miles



Previously Authorized Corridors

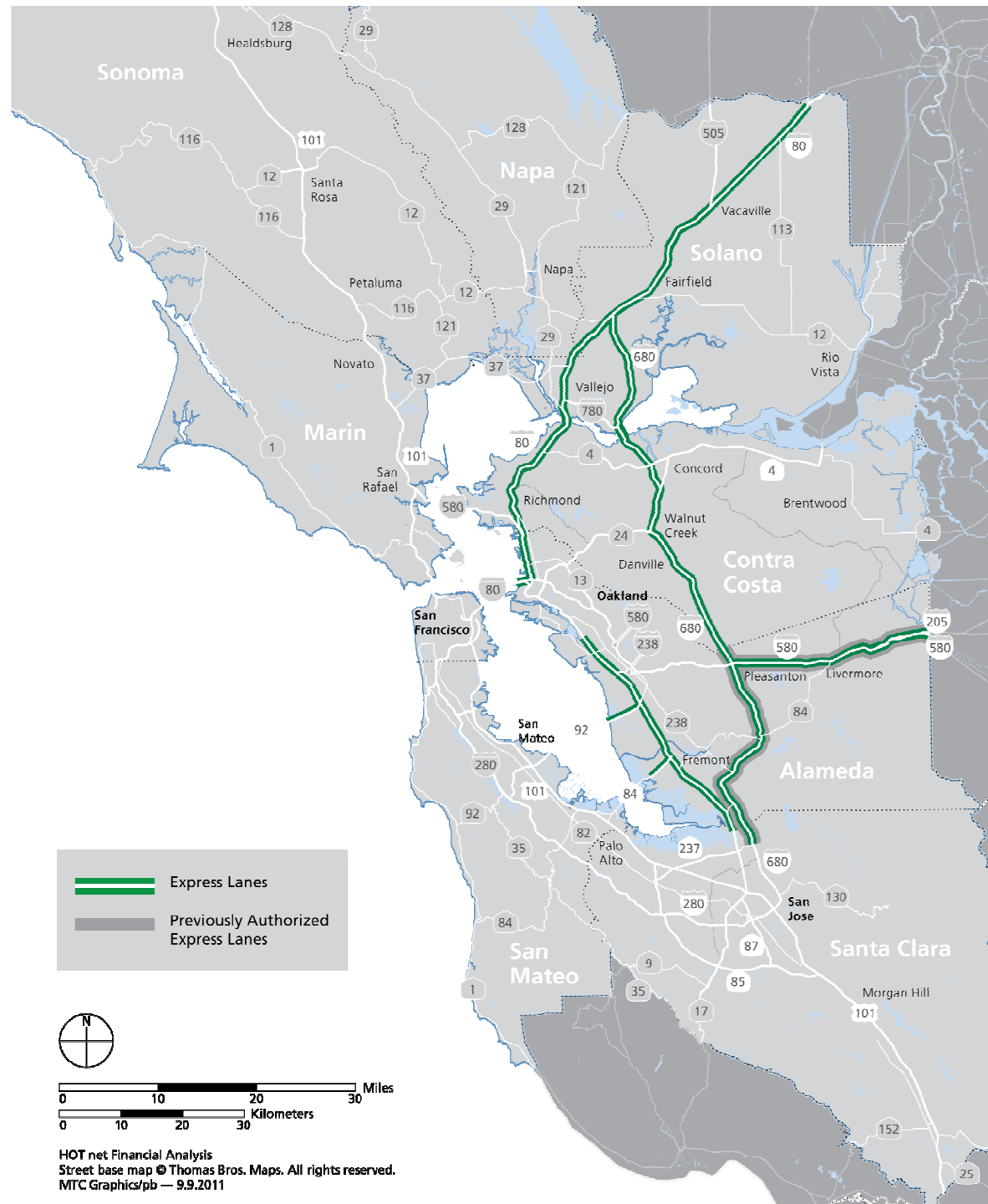
280 miles

- ✓ Ala-680 SB Sunol Grade already in operation
- ✓ 237/880 operational early 2012

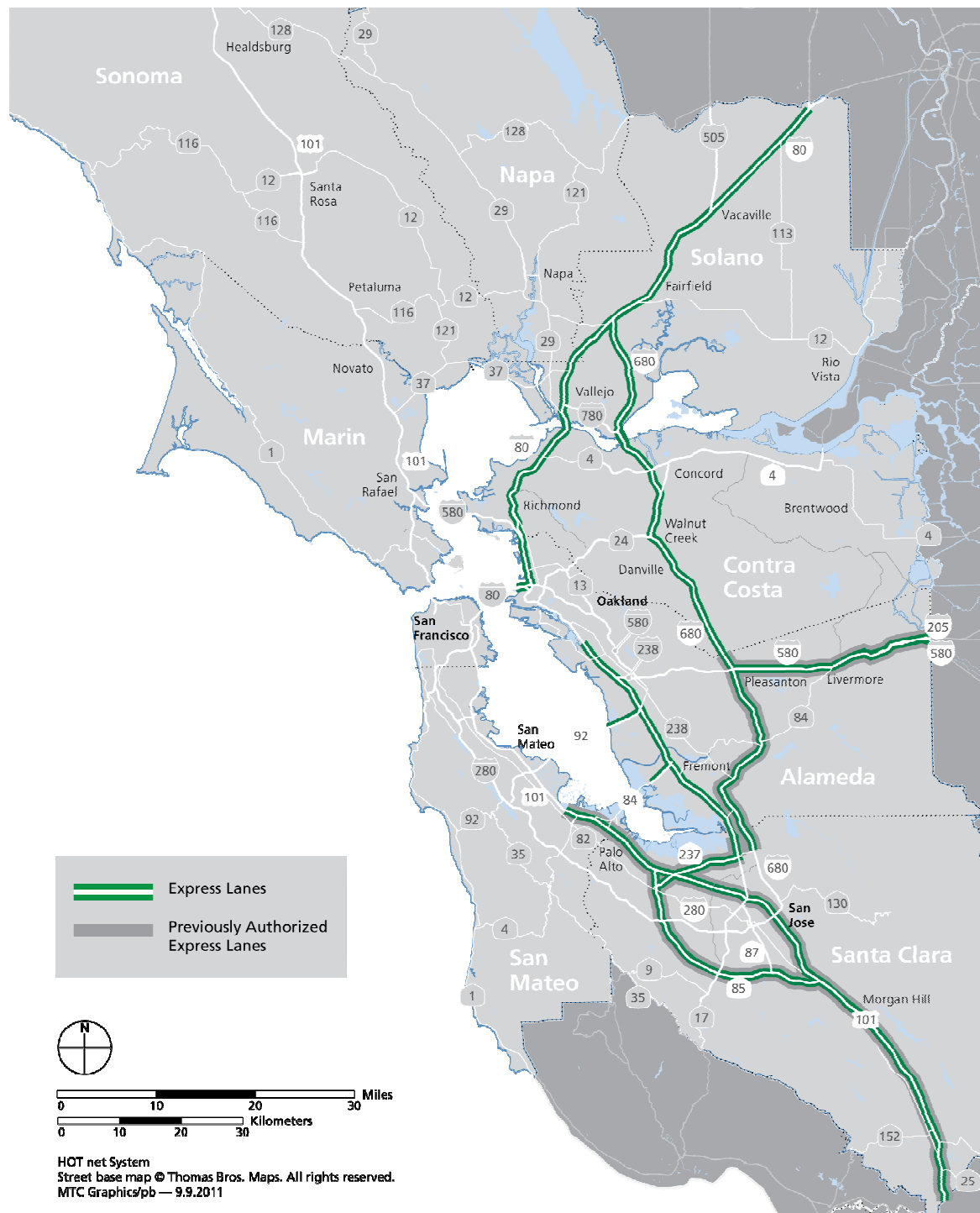


**Previously Authorized
Express Lane Corridors**

CTC Application – Financial Analysis



Regional Express Lane Network



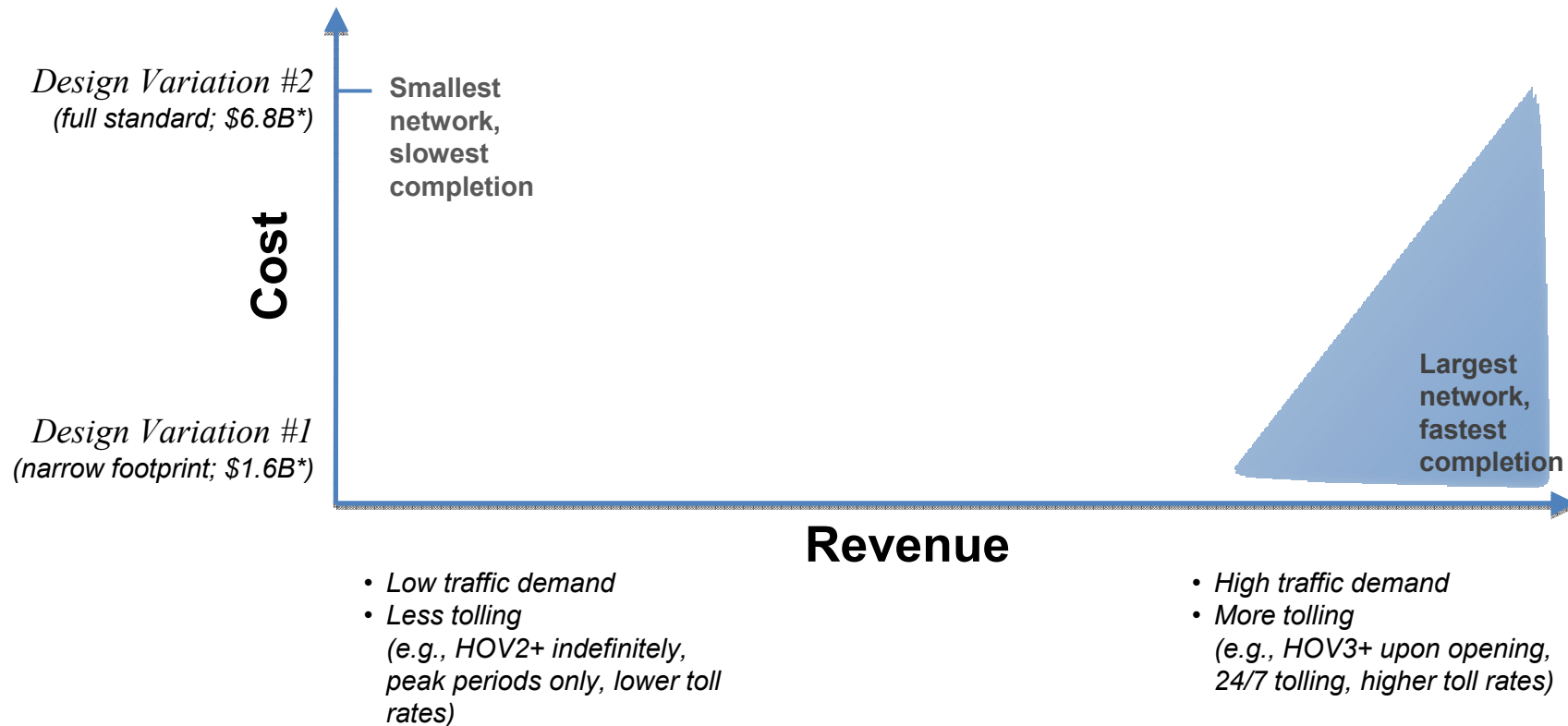
Regional Express Lane Network Mileage

	Directional Miles		
	Previously Authorized ¹	New Authority	Total
Convert existing HOV lanes to express lanes ²	190	150	340
Widen existing freeways to create express lanes	90	120	210
Operational gap closure	0	20	20
Total	280	290	570

¹ In both Alameda and Santa Clara counties

² Includes existing I-680 Sunol Express Lane (14 miles)

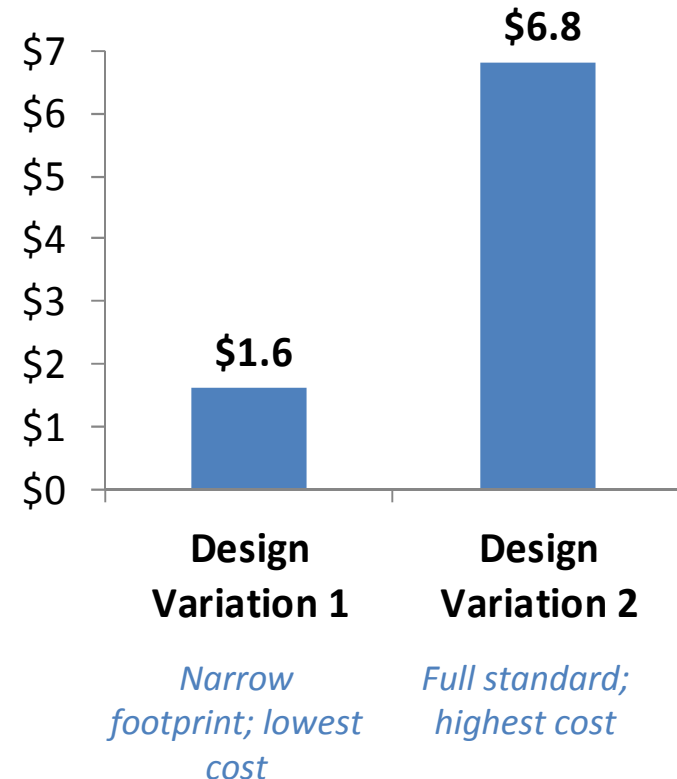
Financial Feasibility Envelope



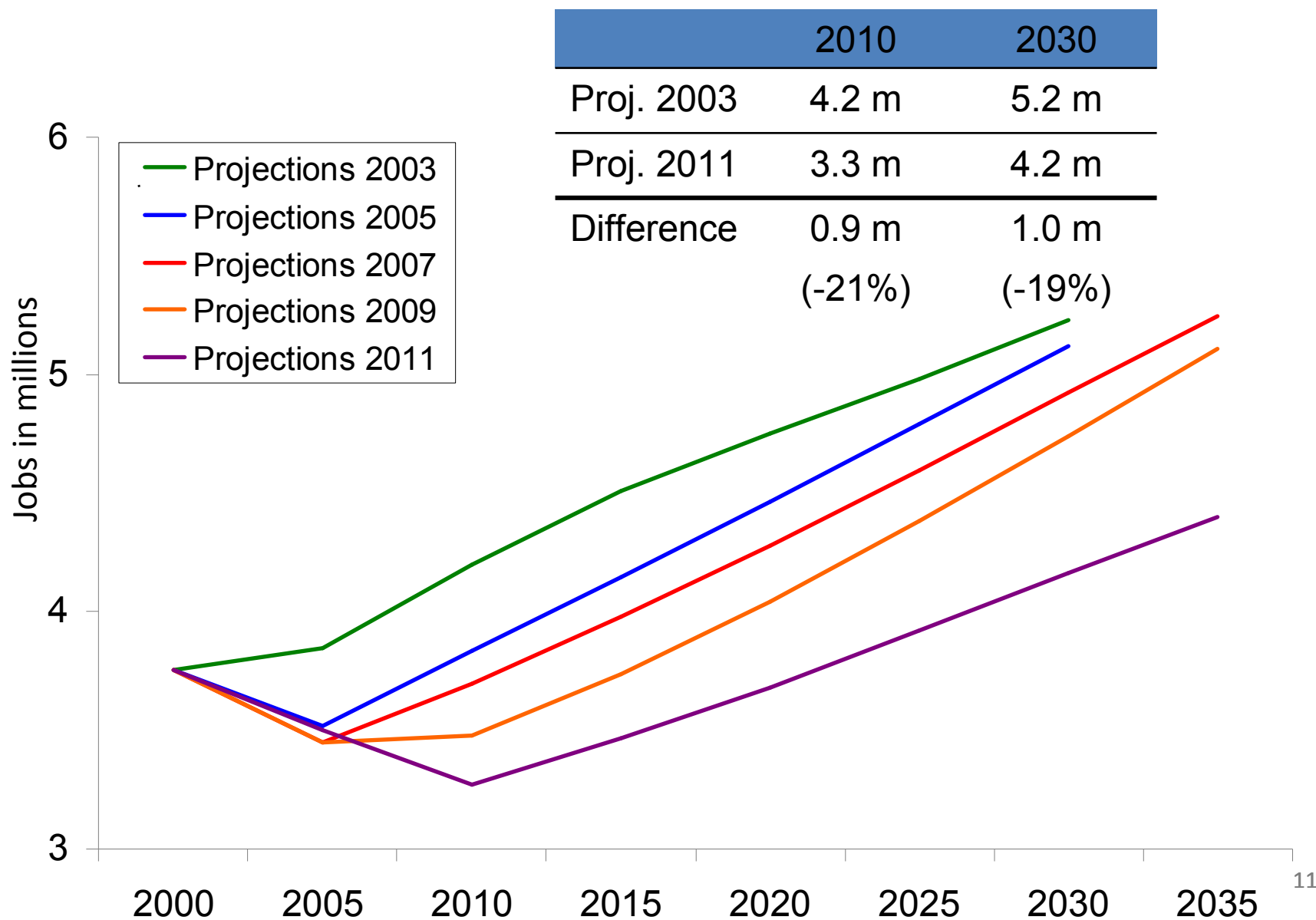
Project Study Report Establishes Engineering Feasibility and Cost Range

- Substantial level of detail:
 - Each corridor analyzed in 1/5th mile segments
 - Unit cost data averaged from active and planned express lane projects
- Caltrans HOV guidelines used to prioritize lane & shoulder reductions
- O&M cost from active and planned express lane facilities
- Frequent CHP enforcement areas, video license plate detection & violations processing
- 40% contingency factor applied to capital cost, 25% contingency to O&M cost

Capital Cost Range
(Billions of 2010\$)

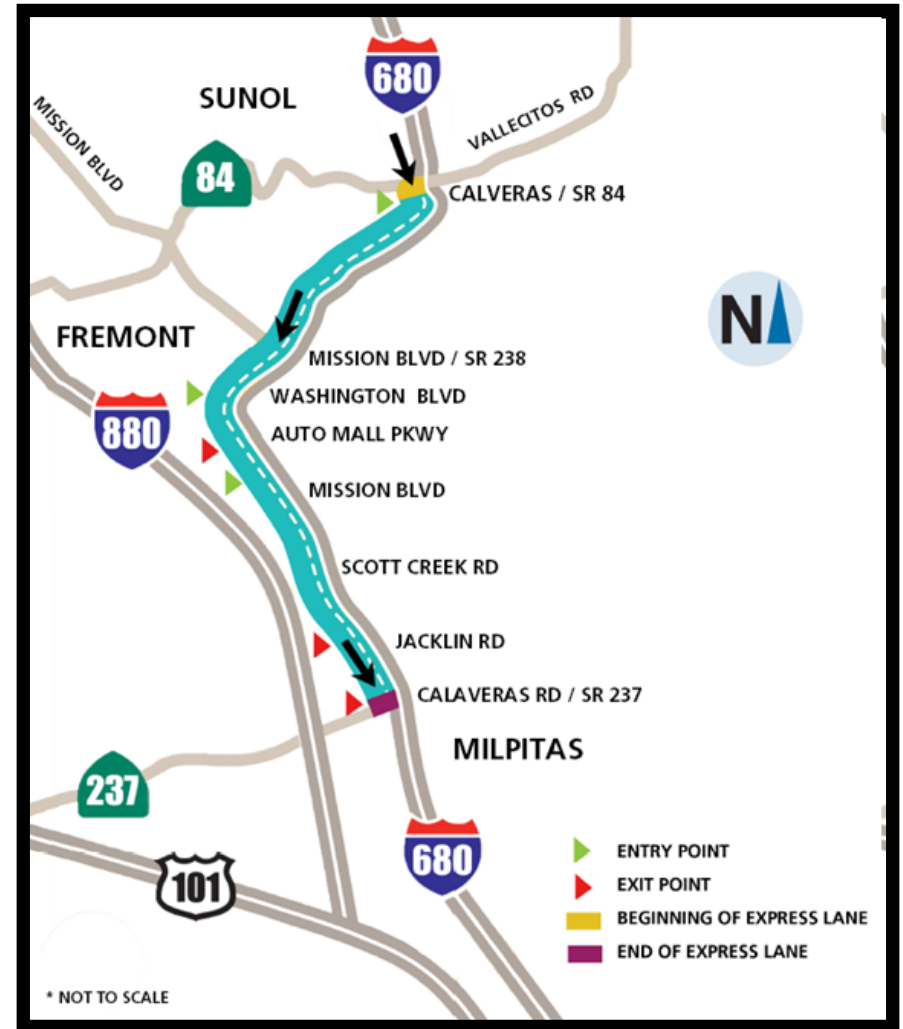


Regional Job Projections

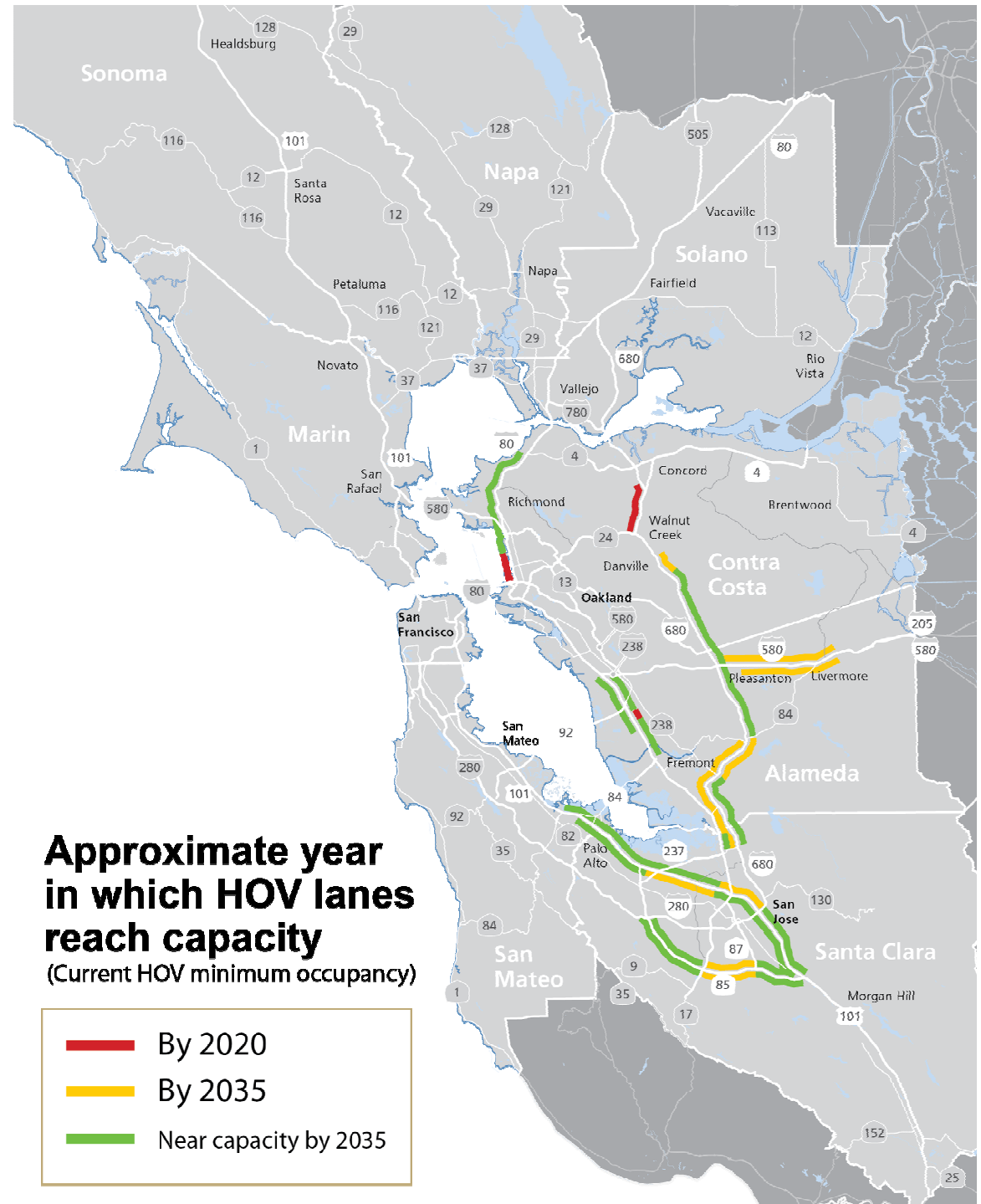


I-680 Sunol Southbound Express Lane

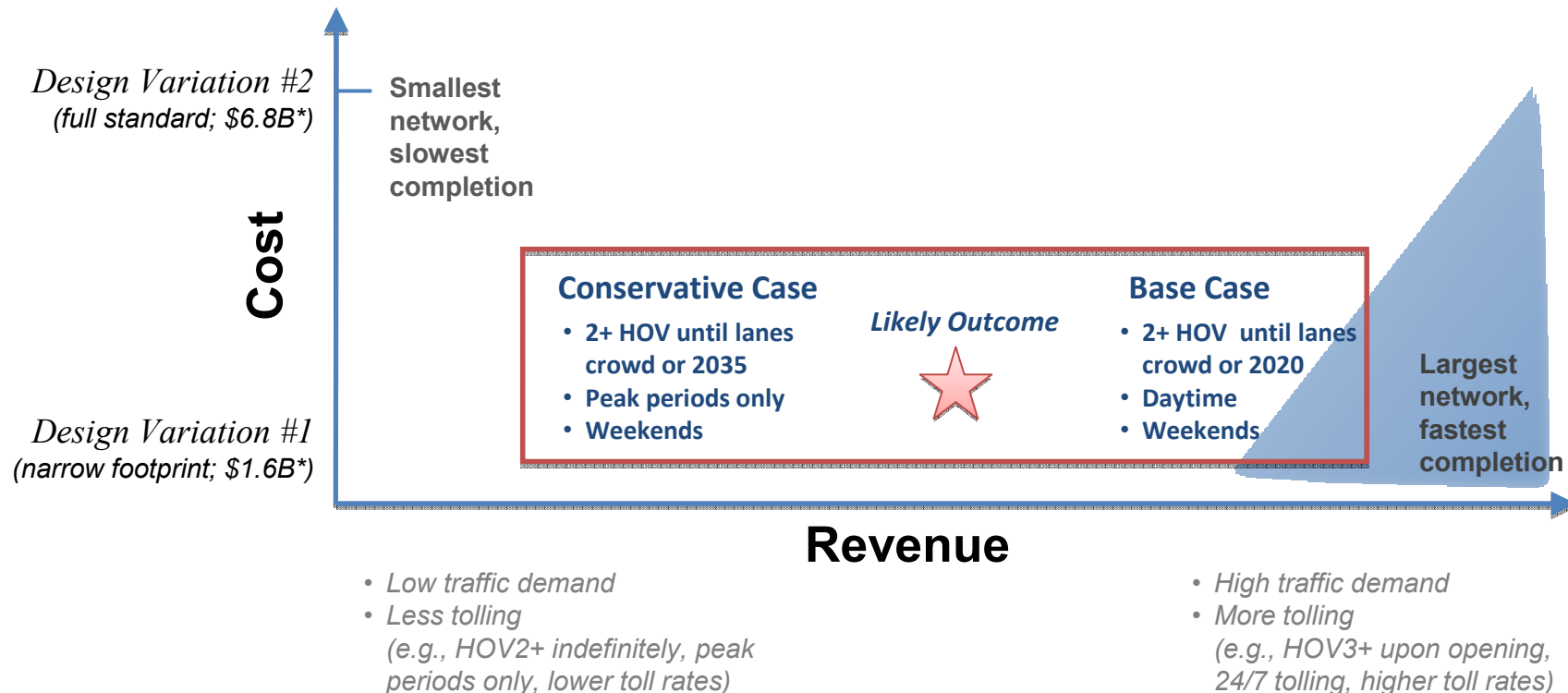
- Opened September 2010
- Below original financial projections; FY 10-11 revenue = \$660,000 (9 months)
- Test case for access, signage, communications, enforcement
- Violation rates exceed 30%
- Average tolls
 - Peak period: \$2.97
 - Off-peak: \$0.50



When Do HOV Lanes Fill Up?



“Bookends” for Financial Analysis in Application



- Financial analysis cases, expressed as tolling policy scenarios, provide an envelope for variations in other factors including costs and financing terms.
- Implementation of specific tolling policies would be subject to future MTC Commission actions, in consultation with regional partners.
- Emphasizes need to contain costs within Caltrans design assumptions.

Financial Summary

Total amounts through 2040 (millions of inflated dollars)

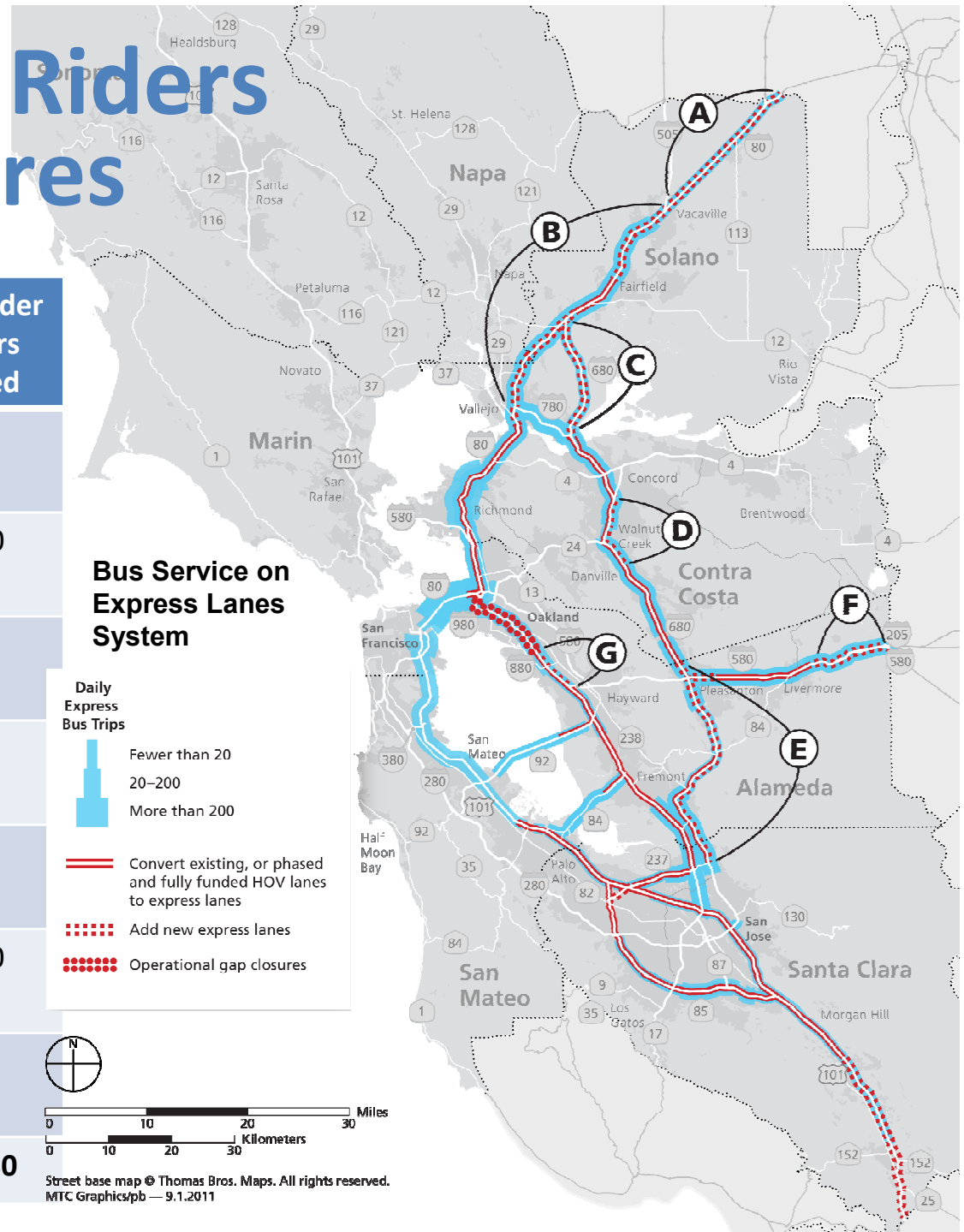
	Base Case	Conservative Case
Express Lane Toll Revenue	6,500	4,400
Debt Proceeds (Bonds/TIFIA)	2,100	2,400
Local Funding	100	100
Grant Funding	400	800
Capital Costs	(3,000)	(3,600)
Operations, Maintenance and Rehabilitation	(1,500)	(1,300)
Debt Service	(3,400)	(2,300)
Other*	100	100
Potential Net Revenue**	1,300	600

* Other includes financing fees, reserves funding/releases and interest income

** These at-risk surpluses emerge in the later years (after completion of the Network), and due to their bottom-line nature, are highly sensitive to variations in toll policy, revenue, cost, schedule and financing assumptions.

Benefits to Bus Riders from Gap Closures

Route	Peak Hour Bus Trips (current service)	Bus Rider Hours Saved
A. I-80 Yolo County to I-505	4	90
B. I-80 I-505 to Carquinez Bridge	40	840
C. I-680 Gold Hill Rd. to I-780	4	50
D. I-680 Route 242 to North Main St.	40	70
E. I-680 Alcosta Blvd. to SR 237	4	80
F. I-580 Greenville to San Joaquin County	40	360
G. I-880 Hegenberger to Lewelling	30	90
TOTAL		1,580



Getting Authority is Just the First Step

- Additional steps required to establish the network include:
 - Establish final Express Lane Network in Plan Bay Area
 - Conduct detailed analyses of revenue, toll policy, financing
 - Develop policies for public input and agency consultation
 - Explore delivery approaches and assign responsibilities
- Policies will be established for public input and consultation with Caltrans, CHP, and the CMAs prior to making these major policy decisions.

Schedule for CTC Approval

